	Approved For Reference 2002/08/08: CIA-RDP82-00457R007000240011-0 CENTRAL INTELLIGENCE AGENCY REPORT NO.
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(2.,	The airfield is about 3 to 4 km north of Stalino (48°00° N/37° N8(E), Ukrainian S.S.R., north or northeast of the railroad line to Kramatorsk (48° N3' N/37°32'E). The area formerly was allegedly a troop training grounds. Soviet civilians said that the airfield was to be completed by the summer of 1951. *
2.	Eleven hangars were located along the circular taxiway around the landing field. Crading was done by means of three large excavators, five large shovel dredgers, a field railway with dumpcars, and seven large concrete mixers. The mixture ratio of the concrete was 1:2. About 36 dumpcars of Soviet make, with a 4-ton capacity, continually transported cement, limestone, tar, broken stones at stone chips from the direction of the railroad station to the airfield. About 120 PWs and 600 Soviet convicts were employed for construction work.
3.	A dam, about $1\frac{1}{2}$ x 300 meters, was built from the railroad line to the airfield. Large-scale construction work was in progressin the hilly area 300 meters north of the field. According to aconversation overheard, an electrical station was to be constructed there.
[4]	There were underground bunkers of reinforced concrete. These were about 10 to 20 meters long and h_2^1 meters deep, and were interconnected by concrete ditches, 1.2 meters wide and $3\frac{1}{2}$ meters deep. Three cables, each about h cm in diameter, in play pipes, one beside the other, were laid in the ditches. The bunkers were 3 meters underground, had walls about 1.8 meters thick and concrete ceilings about 1 meter thick. Concrete steps led down to the entrances, which had double steel doors. One ditch led to a hill about 300 meters north of the field border, where Soviet convicts were assigned to digging.
5.	The landing field consisted of a layer of broken stones, about 6 to 7 cm thick and rolled, top layer of stone chips covered with tar. About half of the landing field was being graded.
6.	There was scretimes intensive flying with twin-engine aircraft and single-engine fighters about 2 km north to east of the new airfield. Up to three formations of nine twin-engine aircraft occasionally took off and returned after about three hours. The twin-engine planes were attacked by fighters flying individually
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About three to four fighters were assigned to each bomber formation.

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Comment. For sketch of airfield, see Annex. The pin-point location of the airfield cannot be determined from the sketch, since Staline has many unattached town sections and it is not clear which northern perimeter of which section is meant. The field is possibly identical with an airfield reported by another source. The location data in both reports, which differ as to the railroad line to Kramatorsk, can be explained, provided the field is located between Audeyevka Pervaya (48008'11/37046'1) and Yasinovataya (48008'11/37052'1). Here the railroad line runs first in 18-17 direction and then toward the north. Further information is required to determine the exact location of the field.

attachment: Sketch of airfield north of Stalino.

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